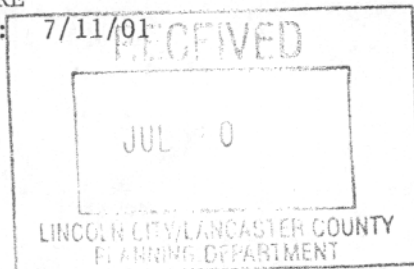


PUBLIC HEARING BEFORE  
PLANNING COMMISSION:

7/11/01



COMPREHENSIVE PLAN AMENDMENT NO. 94-62  
COMPREHENSIVE PLAN AMENDMENT NO. 94-63  
COMPREHENSIVE PLAN AMENDMENT NO. 94-64  
COMPREHENSIVE PLAN AMENDMENT NO. 94-65

6110 Old Farm Court  
Lincoln NE 68512  
dwilson@lps.org  
July 7, 2001

Mr. Michael DeKalb  
Planning Department  
City-County Building  
555 South 10<sup>th</sup> Street  
Lincoln NE 68508

Dear Mike,

I am writing in regard to the various beltway proposals being studied by the many affected groups within our city and county. As I recall your spending countless hours with me pouring over energy data at the time of our work with the Mayor's Energy Commission "back in the 70's," and my involvement with people regarding power line placement when I was a member of the Lincoln Electric System Administrative Board in the 90's, I am well aware that there are few complex issues which have simple solutions. I am, however, stymied by the placement recommendations for any of these proposed beltway routes.

At the present time, there appear to be (according to maps printed in the Lincoln Journal Star) several established rights-of-way running from (not connected to) Interstate 80 to both Saltillo Road and Bennet Road along the broad corridor east of Lincoln, commonly referred to as Stevens Creek. While any one of these rights-of-way would not be sufficient to support a four-lane, two-directional highway, they would certainly seem adequate to support a two-lane, one-directional roadway. We have two-lane, two-directional highways across the state of Nebraska that serve our transportation needs quite well and with reasonable safety at vehicle speeds of 55 to 65 miles per hour. (Their safety would be even further enhanced if they all happened to be two-lane, one-ways, as the proposed beltway is to be.)

It would appear that two of such two-lane, one-way highways, paralleling each other at a distance of two miles apart and having opposite directional flows, could be established to take advantage of existing rights-of-way without destroying or impinging upon existing homes or farmlands. An existing road midway between these two could serve as the access road to the homes and farms bounded by the highways. This may require some modification of their driveways, but such would be only a small fraction of the disturbance that will be created by any of the presently suggested routes.

I have little doubt that there will be substantial need for highway improvement in the area of Stevens Creek as it is further developed. Lincoln's southward migration makes it obvious that highway improvement in that area is increasingly obvious. Destroying established and valuable homes and farmlands for the benefit of increased traffic flow does not seem to be a reasonable move when other alternatives are available. When transit needs are considered, they must be balanced with the needs of those individuals whose homes and lands are to be sacrificed. We saw many instances of unreasonable sacrifice during the construction of our Interstate highway system, particularly in and around Omaha. Because I was an employee of the Nebraska Department of Roads during some phases of that construction, I was able to see those intrusions first-hand.

Exhibit 3  
July 11, 2001

Michael DeKalb, page 2

Mike, I have serious reservations about the priorities being used in planning the eastern and southern sections of this beltway system. I know how nice a broad right-of-way containing two double lanes, separated by a grassy median, will look to travelers. I also know how its safety and convenience will be touted, as will be its symbolism of Lincoln as a progressive city. What travelers will not see are the disruption, the frustration and the denigration caused to those individuals presently living within the affected areas. Sometimes we need to break out of the usual and be more creative. It is, after all, a Lincoln and Lancaster County project, even if some of the funding may come from other sources.

Sincerely,

A handwritten signature in dark ink, appearing to read "D. Wilson", with a stylized, cursive script.

Douglas J. Wilson